

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,290 號陸十玖百貳千叁萬壹第 日五拾式月捌年六十二緒光 HONGKONG, FRIDAY, OCTOBER 19th, 1900. 伍拜禮 號玖十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE  
**MALARIAL MOSQUITO**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**

**A. S. WATSON & CO.**  
LIMITED.

ESTABLISHED 1841.

**CUTLER, PALMER AND CO.**

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S Selection.  
Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**

This World-renowned  
Fine OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong at  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 26th July, 1897.

**CUTLER, PALMER  
& CO.'S**

Price \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO. Hongkong.**

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 1.30 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
8.30 p.m. to 8.45 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 88 & 90, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899.

**VICTORIA**

**CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

**McKIRBY & CO.,**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899.

**RUINART FERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND  
SHIPPERS.**

Ship only the Finest Quality  
Extra Dry (Green Seal)

**LATIS, WIGENER & CO.**

Sole Agents.  
Hongkong, 17th May, 1895.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$5.00 per Cask of 375 lbs. net ex Factory.  
\$5.00 per Bag of 250 lbs.

**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900.

JUST LANDED.  
Ex S.S. "OLDENBURG."  
**KUPPER'S PILSENER BEER.**  
THE MOST POPULAR OF LIGHT BEERS: THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
BRIGHT AND SPARKLING.  
**CALDBECK, MACGREGOR & Co.,**  
SOLE AGENTS.  
15, Queen's Road,  
Hongkong, 13th October, 1900.

**COTTAM & CO.**  
**NEW AUTUMN GOODS.**  
AMERICAN BOOTS and SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.

**LANE, CRAWFORD & CO.**  
(TAILORING DEPARTMENT).

**WINTER SEASON.**  
**LATEST LONDON FASHIONS.**  
**NEWEST & BEST MATERIALS.**  
DRESS SUITS from ... .. \$85.  
TWEED LOUNGE SUITS from ... .. 35.  
NORFOLK JACKET SUITS from ... .. 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... .. 50.  
**LANE, CRAWFORD & CO.**

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG.

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—

**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label.  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassall.

**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.  
LA TORRE SHERRY,  
\$16.75 PER DOZ.  
A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$39.75 PER DOZ.

Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.**

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA,**  
No. 9, QUEEN'S ROAD CENTRAL  
Entrance: ICE HOUSE STREET (New Victoria Hotel).

**SCHLITZ WORLD FAMED  
BEER**

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**

**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS.  
HONGKONG.

**THE VICTORIA DISPENSARY,**  
HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER.  
LEMONADE.  
SARSAPARILLA.  
TONIC WATER.

SODA WATER.  
GINGER ALE.  
RASPBERRYADE.  
LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

**PARIS EXHIBITION, 1900.**

**THE GRAND PRIZE**  
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

**JOHN DEWAR & SONS, LTD.**

SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

**THE ROYAL PIANOS.**  
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE

**RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.

**THE ROBINSON PIANO CO., LD.**

**CHAMPAGNE "MONOPOLE."**

HEIDSIECK & CO., REIMS.  
PURVEYORS to  
THE IMPERIAL and ROYAL COURT at BERLIN.  
THE IMPERIAL ROYAL COURT of AUSTRIA.  
THE IMPERIAL COURT of RUSSIA.

**CARLOWITZ & CO.,** Sole Agents.

**UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED.)**

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON.**

CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and Asbestos ever introduced. Reduces friction to a minimum or  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... .. THOMAS SKINNER.  
Superintendent ... .. ARCHIBALD RITCHIE.  
Superintendent ... .. DODWELL & CO., LIMITED, General Managers.

**AUCTIONS**  
PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-DAY (FRIDAY),  
the 19th October, 1900, at 11 A.M. at the  
HONGKONG and KOWLOON GODOWNS,  
Kowloon,  
12 LENGTHS CHAIN 24"  
105 PATHOMS do 12"  
7 PIECES do 12"  
TERMS:—As Customary.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 6th October, 1900.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-MORROW (SATURDAY),  
the 20th October, 1900, at 2.30 p.m.,  
at his Sales Rooms, No. 8A, Queen's  
Road Central,  
Suit Lengths.  
LADIES' DRESS MATERIALS.  
SCARVES, TIES, SOCKS and STOCK-  
INGS.  
TERMS OF SALE:—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 18th October, 1900.

**JUST LANDED.**  
FRESH AUSTRALIAN SELECTED  
CREAMERY BUTTER (Green Brand),  
FRESH AUSTRALIAN CREAMERY  
BUTTER (in Glass Jars), FRESH AUSTRALIAN  
LIAN CHEESE, American and English  
FRESH PROVISIONS, CRYSTALLIZED  
and DRIED FRUITS, and various kinds of  
SWEETS. Prices Moderate.  
JEEJEEBOY & CO.,  
180, Hollywood Road.  
Hongkong, 17th October, 1900.

**TACK CHEONG LOONG,**  
NAVY & MILITARY TAILOR,  
DRAPER and OUTFITTER.

Garments made by hand, guaranteed  
perfect fit. Hats, Shirts, Socks, Silk  
Handkerchiefs, Boots, Shoes, &c., for Sale.  
New and Fashionable Goods. Prices very  
moderate.  
No. 65, QUEEN'S ROAD CENTRAL.  
Hongkong, 18th October, 1900.

**DR. NOBLE,**  
DENTAL SURGEON.  
HAS returned to the Colony and RE-  
SUMED PRACTICE.

Hongkong, 19th September, 1900.

**HOTELS**  
NOTICE.

TRAVELLERS are invited to visit the  
WINDSOR GARDEN AND RES-  
TAURANT just established next to Happy  
Retreat, near the Race Course. It can be over-  
looked from the Bowen Road Bridge.  
—Hongkong, 1st September, 1900.

**KOWLOON HOTEL.**

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900.

**RAFFLES HOTEL,**  
SINGAPORE.

SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms on  
the roof. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.

**SARKIS BROTHERS,**  
Proprietors.  
Hongkong, 16th August, 1900.

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7.

**INTIMATION.**

GOLD MEDAL PARIS 1878 1889.  
of Highest Quality  
and having Greatest  
Durability are the  
most CHEAPEST

**JOSEPH GILLOTT'S**  
PENS.

The Only  
Award  
Chicago, 1893  
Numbers for use by Banks:  
Barrel Pens, 225, 226, 227,  
Slip Pens, 332, 333, 334, 335, 336,  
404, 7000,  
In Fine, Medium, and Broad  
Point.  
THE NEW TURNED-UP POINT, 1032,  
283.

**HOTELS.**

**HONGKONG HOTEL.**

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE.

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMIL-  
IES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive of  
BOARD and ATTENDANCE.

**THE CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899.

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.

THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL.**  
SHAMANE-CANTON.

THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.  
The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.  
Telegraph address "VICTORIA, Canton."  
A. B. C. and A. Codes used.  
MADAR & FARMER, T. F. DA CRUZ,  
Proprietors, Manager.  
Hongkong, 16th November, 1899.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &  
SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS &amp; CO.,

OF LONDON, Oporto &amp; Xeres;

the name of which firm is the

HALL-MARK and GUARANTEE of

EXCELLENCE.

SOLE AGENTS—

A. S. WATSON &amp; CO., LIMITED,

HONGKONG DISPENSARY.

## BIRTH.

At Singapore, on the 6th October, the wife of JAMES H. CARROLL, of a son.

## DEATHS.

At Bay View, Kowloon, on the 14th October, MARION MIXIE, the beloved wife of John I. PLUMMER, in her 55th year. Deeply regretted.

On the 7th October, at the age of 70 years, SONG HOOT KIAM (for 42 years cashier of the P. &amp; O. Co.)

On the 7th October, at home, JOHN COLIN CAMERON, of the Hongkong and Shanghai Banking Corporation, son of the late John CAMERON, Singapore.

At Gaya Island, B. N. Borneo, on the 16th September, FREDERICK SAKBY, second son of the late James L. NEUBOSNER.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD (CL).  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 19th, 1900

Among the Trade Reports issued by the Imperial Maritime Customs there is an extremely instructive article on the trade of Kiacchow for 1899, written by Mr. E. OHLMER, Commissioner of Customs at Tsingtao, which shows well the good work done by Germany in her new acquisition in Shantung. The head office of the Kiacchow Custom House, it will be remembered, was established at Tsingtao, the chief port in the German territory, by desire of the German Government last year. Of this port Mr. OHLMER says:—"Tsingtao, formerly a 'poor fishing village, of no use for the commerce of the bay, owing to its greater distance by land and by water from the principal inland marts than the other inter-bay junk ports, is rapidly being transformed into a beautiful modern city, which gives promise of soon rivaling in many respects the finest cities in the East. An extensive system of drainage and fine wide streets are being blasted out of the solid rock; electric lighting, telephone, water-works, afforestation, are all being rapidly pushed forward; commodious houses, fine hotels, offices, and workshops are springing up in every direction. The former Chinese inhabitants have been bought out and moved to a newly constructed model town, with wide streets and proper drainage, in the neighbourhood of the inner northern harbour. Thus, with the Chinese population living apart under healthy con-

ditions, and everything possible being done for sanitation generally, with a magnificent climate to boot, and with fine sea-bathing and a lofty mountain range suitable for summer retreats in close proximity, Tsingtao bids fair to rival all other ports in the East as a health resort."

As a commercial port, too, Mr. OHLMER sees great promise for Tsingtao. Hitherto it has suffered from unprotected anchorages and lack of wharf accommodation, but these disadvantages will soon be things of the past. Two new harbours, with ample wharves, are being constructed, and the smaller is expected to be ready at the end of the present year. The railway now building will have its terminus at Tsingtao and will run to the rich north-western part of Shantung province, from which the British at Weihaiwei are debarred. "The railway and new harbour," says Mr. OHLMER, "should doubtless enable produce of the neighbourhood to be placed on board ship at Tsingtao cheaper than it can now be put on board junks at the inter-bay ports; and the creation of a better and quicker market should, by enhancing supply and demand, likewise tend to increase the prosperity and, with it, the buying power of the neighbouring regions." The report goes on to state that if anywhere in China the railway will work wonders in Shantung, and that its inauguration will be followed by an unlooked-for development of trade and local prosperity. The spirit of opposition to the railway, due at first to ignorance, is now on the wane. The country people, Mr. OHLMER says, are beginning to realise that but for wages earned on the railway and other public works, they would have starved last winter. "Confidence in the fairness of the railway and other authorities, once established, there should be less opposition to railway projects here than there was at the beginning in Europe."

Mr. OHLMER's report is one which can be read with profit by all interested in trade with China. The sketch which he incidentally furnishes of German methods at Kiacchow is instructive and presents many points which in Hongkong may well consider. To mention nothing else, the treatment of the housing of the natives question is one in which the German colony is a long way ahead of us. And yet it is mere carelessness which has allowed Hongkong and Kowloon to drift into their present condition. There is an Ordinance and there was land capable of reservation, but the former has not been enforced, and the land has been disposed of in a reckless manner. Our Government has neglected a most obvious duty, and yet scarcely anyone has troubled to protest.

F. H. Woolford, a seaman on board the *Monterey*, was yesterday fined \$5, or seven days, for being disorderly in Ship Street the previous evening, and \$10, or 14 days, for assaulting a Chinese woman.

In another column to-day appears the first of a series of articles entitled, "Through South Africa," specially contributed by Mr. ARNOT REID, late editor of the *Strait Times* and author of the popular book "Through Siberia."

Fung Fun, a carpenter employed at the Cement Works, when into the Cheung pawa-shop at Huihung on Thursday to pawn a pair of shoes. When asked for his name and address he was indignant, and began to make such a noise that a large crowd collected round the door of the shop. An Indian constable appeared on the scene and took him into custody, with the result that he is now doing time in Victoria goal.

On Wednesday morning a Chinaman who was engaged with other coolies in carrying coal from the junks to the coal heap near the torpedo depot was observed by P. C. Morgan to throw some of the coal in the water when near the side. He arrested him and found that there were about two hundredweight of coal in the water. This is a common practice among the coal coolies. They throw the coal into the water and dredge for it afterwards. Yesterday the coolie was sent to prison for a month.

On Thursday night two chair coolies were settling their differences by belabouring each other in Queen's Road Central, opposite the Hongkong Hotel. A crowd surrounded them. An Indian constable took both into custody. When taken before Mr. Hazeland yesterday one of them said: The second defendant broke my chair, but I did not fight. The second defendant said: I accidentally knocked against the first defendant's chair, but we did not fight. They were each fined \$3, or 14 days.

Mrs. McRae, of No. 1, Leighton, Hill Road, appeared at the Magistracy yesterday to charge her servant boy with leaving her service without notice. She said that the defendant came to her in March or April, and left at the end of the latter month without saying anything. On Tuesday she saw him at Mrs. Buller's next door. The defendant said that on receiving his wages he went home to see his wife. While he was at her house he fell ill and his wife told him to stay with her. He stayed with her two or three months, and when he was better he went to Mrs. Buller's. While there the complainant saw him. She accused him and said she would summon him. When in her service she used to abuse him and call him a Chinaman. His worship: Did you say that to him? The complainant: No, your worship. I never use that word. A fine of \$5, or 14 days, was imposed.

One fresh plague case and one death were reported in the 24 hours ending at noon yesterday.

The replayed final tie of the Warren Challenge Shield at Singapore on the 9th inst. ended in the 35th Co. R.A. defeating the 12th Co. R.A. by 2 goals to nil.

A Mr. Darbyshire has supplied the Japanese Government with six couples of carrier-pigeons bred in his loft at Farnworth, Lancashire. They are to be introduced in the army and navy of Japan.

The match yesterday evening between the Hongkong Hockey Club and the officers of the Royal Artillery was drawn at 2 goals all. The game was fast and even, and the R.A. only scored their equalising goal within a few minutes of time.

The many sea-going friends of Capt. Reid in Hongkong will regret to hear that he is in the General Hospital at Penang, suffering from wounds alleged to have been inflicted on him by a Siamese, supposed to be insane, while his steamer, the *s.s. Cornelia*, was at anchor in the harbour.

At a land sale held a few days ago by a local firm of auctioneers at Singapore, five building allotments at Mosque Street, off South Bridge Road, containing an area of 6,500 square feet, came under the hammer at \$2 per square foot. Twenty-two allotments at Race Course Road, 43,560 square feet in area, realised \$1,198.

During the year 1899 205 foreign vessels, of 186,596 tons, entered, and 204 vessels, of 183,025 tons, cleared at Tsingtao. 129 (111 of the subside mail line) were German, 41 British, 14 Russian, 11 Japanese, 3 American, 2 Chinese, 2 Norwegian, 1 Danish, 1 Korean. 457 sea-going native junks entered and cleared during the six months.

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with a charge of the neglect of duty against Pang Kwa, master of the steam launch *Guiding Star*. It was stated that as the *Guiding Star* was leaving Padder's Wharf a yellow launch was steaming westwards. The *Guiding Star* did not give way but forced the yellow launch close upon the bows of another steamer, starboard helm and following close along side; then ported and passed under stern. The defendant acknowledged the truth of this, and his certificate was ordered to be suspended for two months.

On Wednesday afternoon an Indian constable found three coolies fighting in Morrison Street. They were battering one another with all their might and emphasising their blows by shouting at the top of their voices. He drove them away but they came back again and resumed the battle. He accordingly took them into custody. When before Mr. Hazeland yesterday they made the following statements:—No. 1: I did not fight; I was assaulted by the second defendant and his friends. No. 2: I did not fight. The first defendant and his friends knocked away my money. No. 3: I say the same as the second defendant.—Each defendant was fined \$3, or 14 days.

The proposal of the Straits Settlements Government to build a lighthouse on Palan Aor "as a point to make for in entering Singapore from the eastward," has been unfavorably received by many of the shipping people at Singapore. Referring to the subject in its issue of the 10th inst. the *S. F. Press* says:—A Master Mariner of many years experience out here pooh-poohs the idea, as a lighthouse, he says, is quite unnecessary there. The island is 2,000 feet high and cannot possibly be overlooked, except in weather too thick to see such a looming mass; then a lighthouse would be no good, as that would not be visible. There are no surrounding dangers, the island rising sheer from the sea, without shoals or rocks near. As for it being a point to make for nature has already provided the Anambas, less than a hundred miles away, from where a course can be set for the Straits. "If the Government want to spend money on lights," continued our friend, "Why not put one on the Blenheim Shoal? That is outside the range of the One Fatong Bank light, and is always a source of anxiety to ship-masters."

At the Harbour Office yesterday, before the Hon. Basil Taylor, an enquiry was held into the circumstances connected with the collision between the steam launch *Evening Star* and cargo boat No. 347.—The master of the cargo boat said: About 7 p.m. on Friday, the 12th inst., I left the Harbour Master's Wharf empty to go to Wanchai. When I was close to Butterfield and Swire's East buoy I saw the *Evening Star* on the starboard quarter standing straight towards me. I hailed him to stop, but he kept straight on and collided with my starboard quarter, capsizing the cargo boat and tearing the sail. The launch did not attempt to keep out of my way, nor did he, so far as I could see, reverse his engines. I had a light lit five feet above the port quarter.—The second master of the *Evening Star* said: I was standing the *Evening Star* at the time of the collision at about 7 p.m. I left Padder's Wharf for Kowloon, and when about half way across the harbour I saw the cargo boat about one and a half miles off showing no light, so far as I could see. I blew my whistle and went astern with engines, but did not try to go under her stern, being afraid of colliding with another launch which I saw the other side of the cargo boat. I struck the cargo boat on the starboard side with my port bow. She did not capsize, but was only carried away to port bodily.—The certificate of the master of the *Evening Star* was suspended for two months.

The disabled China Mutual steamer *Yangtze* has been towed safely to Singapore by the Company's vessel *Teehai*.

The Lieut.-Governor of New Guinea, when interviewed lately at Sydney with reference to affairs in that possession, said that steady progress was being made in the Colony. He was favourably impressed with the prospects of the country, which would, he was convinced, become a lucrative asset of the Australian Commonwealth.

The *Glasgow Herald* states that the British Admiralty would issue specifications for four first-class armored cruisers next week. Two prominent English and two Clyde firms would not be asked to tender, as they could not give prompt delivery. The chief dimensions of the new cruisers are 9,800 tons, length 140 feet, breadth 60 feet, speed 20 knots.

The pearl and pearl shell statistics of West Australia for 1899 show that there were 179 vessels engaged in the industry, and their aggregate tonnage was 2,707. The number of men employed was 1,165, of which total 891 were Asiatics. The pearl shell raised totalled 720 tons, valued at \$30,479, and the value of pearls found was \$15,529. All these figures show a steady increase since 1896.

Referring to impending changes in the Hongkong and Shanghai Bank Staff at Colombo, the *Ceylon Observer* says:—"On Mr. Wilson's arrival here, Mr. J. D. Taylor will leave for the Far East. . . . Mr. Taylor's departure will be regretted by those who have had experience of his management of the local branch." It has been decided, we hear locally, that Mr. Taylor will revert to his former appointment as accountant of the Singapore Branch of the Bank.

A private letter from Penang has this:—"Mr. Cheah Choo Ewe, an ex-partner in the Opium Farm with Chen Eok, has offered Tuck \$10,000 to complete his education provided that he studies leprosy as a special study prior to coming out." "Tuck" in the above is Goh Lean Tack, a Penang Queen's Scholar, who got high honours at Cambridge and is now a scholar at St. Mary's Hospital. The Queen's Scholarship being only for four years, this generous offer will enable him to complete his course.

According to the *Novoe Vremya* the work of repairing the damage done to the Russian battleship *Sevastopol* during her gun trials was so far advanced by the middle of September that she would be ready to start for the Far East by the end of the month in company with the *Poltava*, battleship, which has also been ordered out. The *Sevastopol* and *Poltava* are sister ships of 10,600 tons, and a speed of 17 knots. They each carry four 12in., 12 6in., and 38 smaller guns, including machine guns.

On the 9th inst. while the steamer *Vorwarts* was a few miles from Singapore on her passage from Sarawak one of the Chinese passengers forced open the box of another, and took \$80 from it. When discovered, the thief was handcuffed, and left on the fore hatch to await daylight guarded by a sailor and the owner of the box. At 4.30 a.m. the thief suddenly jumped overboard, without anybody being able to prevent him, when the alarm "man overboard" was given. The engines were immediately stopped, the ship was turned round, and a boat lowered, with a man ready to pick him up. The ship for about 20 minutes was steaming about the spot where the man was supposed to have gone overboard, but no sign of him was seen, although it was a bright moonlight night, and the sea quite smooth.

Among those who are to receive the V.C. for conduct in the South African campaign is Sergeant Arthur Herbert Lindsey Richardson, of Lord Strathcona's Corps, whose claims have been submitted for her Majesty's approval, for his conspicuous bravery at the action at Wolfes Spruit, about 15 miles north of Standerton, where on the 5th July a party of Lord Strathcona's Corps, only 35 in number, came into contact, and was engaged at close quarters, with a force of 80 of the enemy. When the order to retire had been given Sergeant Richardson rode back under a very heavy cross-fire and picked up a trooper whose horse had been shot and who was wounded in two places, and rode with him out of fire. At the time when this act of gallantry was performed Sergeant Richardson was within 300 yards of the enemy, and was himself riding a wounded horse.

The *Novoe Vremya* states that the vast increase of correspondence by post and telegraph between European Russia and Siberia has for some time past demanded that some special measures should be taken to cope with it. The old postal telegraph service has been found quite inadequate, even for the ordinary everyday needs. "The officials, overwhelmed with work far beyond their powers, have been quite unable, in spite of all their efforts, to perform the duties required of them. Not only were the officials far too few, but also the instruments and wires. In the old days the demands on them were subject to a gradual annual increase, but for some time past the demands have become daily more and more pressing. The public has naturally complained of the extremely unsatisfactory nature of the telegraphic service, but the officials were not to blame. Suddenly the disturbance in China arose; the main line was then occupied almost exclusively with Government despatches, other messages accumulated in heaps and had finally to be sent on by post. The matter is now receiving the special attention of the Government. In July the laying down of additional wires was commenced, and officials and skilled workmen have since been hurried from all parts of Russia, so that more adequate accommodation might be available as soon as possible. The Siberian papers already report an improvement."

Native-born Australians have for long objected to being called "Colonials." With the constitution of the Commonwealth the term will disappear, for the present "Colonies" will be called "States."

The *s.s. Sabina* has been wrecked in the Sulu Sea, and all the crew and passengers, numbering some 60 persons, have been drowned. A reef near Pearl Bank is supposed to have been the place where the vessel struck.

Strong condemnation was passed by the organs of all parties in the German Press on the policy of the Government in placing the new issue of Four per Cent. Imperial Treasury bonds, to the amount of \$4,000,000, on the American market.

Dr. Middleton, the Municipal Health Officer at Singapore, who has just returned from nine months' leave in Europe, has been asked by the Council to accept another three years' engagement at a monthly salary of \$500, with exchange compensation, and the usual transport allowances. The matter is *sub rosa*.

The police of Cincinnati state that there are two lovers in that city who have been engaged to be married for the last fifteen years. This postponement of the fateful plunge, however, is not due to the prospective bridegroom being a laggard in love; still less is it due to the bride proving unduly coy. The simple explanation is that no time has occurred during the above period when they were both out of prison at the same time.

The Earl of Howe, whose death was announced in a London telegram of the 28th ult., was born in 1822. He served in the Kaffir War in 1852; was military secretary to the Commander-in-Chief in India, 1854; A.D.C. to Sir George Cathcart at the siege of Delhi 1857. Major, Grenadier Guards, 1861-4; General, 1880, retiring next year; and Lord Lieutenant of Leicestershire since 1888.

Overcome by unhappiness at the success of the British arms, the *Echo de Paris* proclaims that England could never have conquered the Republics without the aid of "goillias" from Australia. It is perhaps not unnatural that the *Echo* should be unable to keep Parisian jealousy quiet. But the French can never get over our insular wickedness in colonising successfully. Colonial loyalty is so uncontrollable.—*Globe*.

Rumour has it, says the *Straits Times*, that some native regiments will soon be raised in India for service in the Colonies, to take the place of European troops, and that Singapore and Mauritius are to be the first to have the new regiments. The Home authorities expressed the desire that India should raise these battalions for local service only, and a difference of opinion on this point with the Government of India delays the issue of orders regarding the new regiments.

The Hon. J. O. Antonisz, a son of Mr. J. E. Antonisz, secretary of the Municipal Council, Galle, has just been appointed Treasurer in the Straits Settlements Government, with a seat in the Executive and Legislative Councils of the Colony. This gentleman received his early education under his father and afterwards entered the Royal College (then the Academy). He is a *Senior Optime* of St. John's College, Cambridge, and entered the Straits Civil Service in 1883.

Mr. Winston Churchill, *Unity Fair* says, has probably made a better thing out of the Transvaal War than anybody else. He has drawn a larger salary than has ever been heard of before for a war correspondent. He has accepted an offer of £10,000 to lecture in America. His book will have an enormous sale. He has made a journalistic reputation that is worth a big income; he has gained a position as a public man, and he has earned a safe seat in Parliament. All this in his twenties!

The China crisis has given a push to business at Pulo Way through the increasing number of men of war calling there to coal, says the *Penang Gazette*. Provisions are harder to get owing to the island depending upon importation from Penang and Singapore. Thus the Russian vessels at Pulo Way run so short of tinned milk that they had to turn to Penang. There all the stocks of preserved milk were bought up on Russian account. The coal trade of the island thrives through Portuguese, French, and Russian war-vessels calling.

For many years it has been reported that Acheen possesses treasures in its soil. On the west coast there are said to be large beds of coal eight to nine miles from Malakul. Mr. de Langen, Resident of Acheen, advised, several years ago, that the Government should send experts to hold a survey, which would cost a few thousand guilders only. It is unknown, the *Straits Times* says, whether this survey has taken place, but if not it is felt in Holland that the time has come to begin to render Acheen productive, in order to bring some compensation for the expense of the Acheen War.

The *Indian and Eastern Engineer* of September contains a detailed description of the Cawvery Power Transmission scheme for the Mysore Gold Fields, which, when completed, will be one of the longest power transmission schemes ever carried out. Four thousand h.p. will be delivered to the Mysore Gold Fields, a distance of 93 miles from the generating station. The potential used on the transmission lines will be practically the limit at which it has been found feasible to operate electrical currents, i.e. 30,000 volts. The whole of the electrical apparatus and transmission lines are to be supplied by the General Electric Company of Subcontinent, U.S.A. at a cost of \$1,400,000 and to be in running order in less than 20 months from the date the contract was signed on the 15th of July last.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

THE TROUBLE IN KWANGTUNG.  
Admiral Ho has commenced his advance upon the rebels. No other news is to hand from the other side to-day.

## GENERAL NEWS.

LONDON, 17th October, 6.25 p.m.

## THE NEW LORD CHIEF JUSTICE.

Lord Alverstone has been appointed Lord Chief Justice, in succession to the late Lord Russell of Killowen.

## YOUNG DUTCH QUEEN'S RETROTHAL.

Queen Wilhelmina has been betrothed to Duke Henry of Mecklenburg-Schwerin.

## REUTER'S SERVICE.

LONDON, 16th October.

## SOUTH AFRICA.

It is officially reported that General French has left Mafeking and is on his way to Heidelberg to clear the country. Col. Mahon in command of the mounted infantry has engaged the enemy successfully, but with the loss of Capt. Taylor of the "M" battery. Lieutenants Wylam and Jones of the 8th Hussars, and eight men killed, and three officers and 25 men wounded. General French has occupied Capetown.

## CHINA AND THE POWERS.

A note from M. Delcasse covers much of the same ground as the German note, but proposes various specific measures, including the establishment of permanent posts to keep open the route to Peking from the sea. The Powers have generally assented, with the varying reservations.

LONDON, 16th October.

## THE ELECTIONS.

The Election, with the exception of the returns from the Orkneys, is finished; 333 Conservatives, 68 Unionists, 185 Liberals and labour candidates and 83 Nationalists have been elected. The Government majority at date is 133.

## THE NEW LORD CHIEF JUSTICE.

Lord Alverstone, formerly Sir Richard Webster, has been appointed Lord Chief Justice of Great Britain.

## THE NETHERLANDS—RETROTHAL OF QUEEN WILHELMINA.

Queen Wilhelmina is betrothed to Duke Henry of Mecklenburg-Schwerin.

## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 17th October.

## REQUIEM MASS FOR BISHOP CHAUSSE.

A Requiem Mass was sung at 9.30 this morning in the Roman Catholic Chapel, Shumien, for the repose of the soul of the Right Rev. Bishop Chausse of Canton, who died in Hongkong. The Consular Body, the Commanders, officers and marines of gunboats, heads of mercantile firms, and some residents of Shumien were present at the ceremony by invitation. General Li, commander of the Kwong Hip native regiment, accompanied by his guards also assisted at the service, representing the Acting Viceroy Tak Sow.

## CHINA'S INDEMNITY.

The *Times* of the 17th ult. says on the question of an indemnity to be paid by China:—A money indemnity, strangely enough, was amongst the last suggestions which Li Hung-chang, Prince Ching's reputed colleague in the conduct of the negotiations, laid before the Consuls of the Powers before he left Canton in July. We have already stated our opinion on that proposal. Reasonable compensation for losses and expenses actually incurred may rightly be required from China. But this country at least, and those who share her civilization will spurn, we trust, the suggestion that they should accept blood-money for the lives of their murdered citizens. We shall accept punishment of another and of a more effectual kind, unless we are false to all our principles and to all our traditions. It is unworthy of a great State ever to accept money alone as sufficient reparation for the lives of her subjects. In China it would be not only unworthy, but unjust, and impossible. These murders have been primarily the work of the falling dynasty, and the effect of imposing a heavy indemnity upon China would be to fill, and not to empty, the pockets of these classes. They would be the classes to raise the indemnity from the people, and they would infallibly raise enormously more than was required and retain the balance for themselves. We should by such a step enrich the Mandarins and put a fresh lever into their hands for stirring up hatred against the foreigners who had imposed so crushing a burden on the land. But the objections to such a course are not confined to China alone. The work of raising a heavy money indemnity would almost certainly give rise to financial operations of an international kind which might readily lead to misunderstandings between certain of the Powers. Operations of that kind have given rise to grave suspicions and to serious friction in the past. It is most undesirable that any pretext should be created for renewing transactions of the sort at the present time.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Vancouver at 8 a.m. on Wednesday, 17th inst.  
The T. K. K. steamer *Nippon Maru*, with mails, &c., left Shanghai for this port on Thursday morning, the 18th inst., at daylight.  
The C.M. steamer *Ching Wo*, from Glasgow and Birkenhead, left Singapore for this port on Thursday, the 18th inst., and may be expected here on or about the 25th inst.







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AXAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TALEUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN VIA PORT OF CALL	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	LAOS	Fre. str.	—	Flundin	MESSAGERIES MARITIMES	On 22nd inst. at 1 P.M.
MARSEILLES & LONDON DIRECT	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	BANDER	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 23rd inst.
HAYRE & HAMBURG	SARNIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SOEVIA	Ger. str.	—	Förck	CARLOWITZ & CO.	On or about 18th Nov.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL	ASTURIA	Brit. str.	—	Hillebrandt	CARLOWITZ & CO.	To-day.
NEW YORK VIA SUEZ CANAL	EXPRESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	IZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	BRAEMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 27th inst. at 4 P.M.
PORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.	—	Doddwell & Co. Limited	T. M. STEVENS & CO.	On 10th Nov.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	O. & O. S. S. Co.	O. & O. S. S. Co.	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Toto Kisen Kaisha	PACIFIC MAIL S. S. CO.	On 30th inst.
SAN DIEGO, &c. VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	Carlsruhe City	BUTTERFIELD & SWIRE	On 8th Nov., at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 29th Nov.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 13th Nov., at Noon.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 29th inst.
YOKOHAMA & KOBE	INABA MARU	Jap. str.	—	W. Bainbridge	BUTTERFIELD & SWIRE	On 29th inst. at Daylight.
SHANGHAI, CHEFOO & NEWCHWANG	SHANGHAI	Jap. str.	—	P. Craglietto	SANDER, WIELER & CO.	To-day, at Noon.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	Lawrence	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI & JAPAN	LYEEMOON	Ger. str.	—	G. Heuermann	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI	TOKIN	Fre. str.	—	Vaquer	MESSAGERIES MARITIMES	On or about 22nd inst.
SWATOW, AMOY & TAMSUI	COROMANDEL	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Hasegawa	MIYOSHI BUNSAN KAISHA	On 21st inst. at Daylight.
AMOY & MANILA	ANPING MARU	Jap. str.	—	S. Atami	MIYOSHI BUNSAN KAISHA	On 31st inst. at Daylight.
MANILA VIA AMOY	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 24th inst.
MANILA VIA AMOY	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA DIRECT	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
MANILA	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.
MANILA, CEBU & ILOILO	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd inst. at 5 P.M.
SANDAKAN	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 26th inst. at 4 P.M.
SAMARANG & SOERABAYA	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
	YUENANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd inst.

## SHIPPING.

**ARRIVALS.**  
Oct. 18, Hsin Fung, British str., 1,300, T. Sleeman, Canton 18th October, General—CHINESE.  
Oct. 18, LYEEMOON, German str., 1,238, G. Heuermann, Canton 17th October, General—SIEMSEN & CO.  
Oct. 18, GUTHRIE, British str., 2,380, W. G. McArthur, Kobe and Yokohama 10th Oct., General—GIBB, LIVINGSTON & CO.  
Oct. 18, TAMBA MARU, Jap. str., 3,800, J. W. Wale, Yokohama and Kobe, 14th October, General—NIPPON YUSEN KAISHA.  
Oct. 18, TAMSUI MARU, Jap. str., 1,038, Hasegawa, Tamsui, Amoy and Swatow 17th Oct., General—M. B. KAISHA.  
Oct. 18, SINGAN, British str., 1,053, Jamieson, Canton 18th Oct., General—BUTTERFIELD & SWIRE.  
Oct. 18, HUE, French steamer, 704, Godinan, Haiphong and Hoihow 17th Oct., General—A. R. MARTY.

## CLEARANCES.

At THE HARBOR MASTER'S OFFICE.  
18th OCTOBER:  
Suranne, American bark, for New York.  
Glendochy, British str., for Shanghai.  
Margus Botquelen, Aust. str., for Singapore.  
Jacob Diederichsen, German str., for Haiphong.  
Haling, French str., for Hoihow.  
Deutera, German str., for Amoy.  
Kasuga Maru, Japanese str., for Nagasaki.  
Singen, British str., for Shanghai.  
Hsin Chi, British str., for Shanghai.  
Glendochy, British str., for Amoy.  
Choyung, British str., for Canton.

## DEPARTURES.

Oct. 17, Oni, British str., for Moji.  
Oct. 17, YOMINE MARU, Jap. str., for Karatsu.  
Oct. 18, FUSHUN, British str., for Shanghai.  
Oct. 18, ANPING MARU, Jap. str., for Swatow.  
Oct. 18, TAMSUI MARU, Jap. str., for Haiphong.  
Oct. 18, HAICHING, British str., for Swatow.  
Oct. 18, ELM BRANCH, Brit. str., for Kanton.  
Oct. 18, DUTCHMAN, German str., for Amoy.  
Oct. 18, KASUGA MARU, Jap. str., for Nagasaki.  
Oct. 18, SINGAN, British str., for Shanghai.  
Oct. 18, Hsin Chi, British str., for Shanghai.  
Oct. 18, GLENFALLOCH, British str., for Amoy.  
Oct. 18, CHOYANG, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK—Quart.  
KOWLOON DOCK—U.S.S. Monterey, Canton, Canton River, Adamaster, Gwalior, Elita Nossah.  
COSMOPOLITAN DOCK—Stanfield, Loosk.

## SHIPPING REPORTS.

The Japanese steamer *Tamba Maru*, from Yokohama and Kobe 14th Oct., had strong N.E. monsoon and following sea.  
The British steamer *Guthrie*, from Yokohama 10th Oct., experienced light weather to Moji, which port was left on the 13th inst. and encountered strong N.E. winds and heavy seas to this port.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M. the Company's steamship "LAOS", Captain Flundin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 9th October, 1900.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR YOKOHAMA AND KOBE.

The Company's Steamship

## "SILESIA."

Captain P. Craglietto, will leave for the above places TO-DAY, the 19th inst., at Noon.  
For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 13th October, 1900.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

## THE Company's Steamship

## "CANTON."

Captain Lawrence, will be despatched as above TO-DAY, the 19th inst., at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th October, 1900.

## FOR SHANGHAI.

## THE Steamship

## "LYEEMOON."

Captain G. Heuermann, will be despatched for the above port TO-DAY, the 19th inst., at 4 P.M.  
This Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 16th October, 1900.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

## "ASTURIA."

Capt. Hillebrandt, will be despatched for the above port TO-DAY, the 19th inst.  
For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 16th October, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR AMOY AND MANILA.

## THE Company's Steamship

## "SUNGKIANG."

Captain Moore, will be despatched as above TO-MORROW, the 20th inst., at 10 A.M.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1900.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

## "SUNGKIANG."

Captain Moore, will be despatched as above TO-MORROW, the 20th inst., at 10 A.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th October, 1900.

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

## "TAMSUI MARU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.  
For Freight or Passage, apply to THE MIYOSHI BUNSAN KAISHA, Agents.

Hongkong, 15th October, 1900.

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA	{ NEW YORK VIA SUEZ CANAL ... }	On 19th October. Freight.
DAMBERG	{ HAYRE & HAMBURG ... }	On 2nd October. Freight.
* SARNIA	{ HAYRE & HAMBURG ... }	About 2nd } Freight and Passage.
Capt. Schlaefke	{ (London with transshipment in Hamburg) }	November. Passage.
SUEVIA	{ HAYRE & HAMBURG ... }	About 18th } Freight.
Capt. Förck	{ (London with transshipment in Hamburg) }	November. Freight.
AMBRIA	{ HAYRE & HAMBURG ... }	About 2nd } Freight.
Capt. A. Wagner	{ (London with transshipment in Hamburg) }	December. Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE: NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

"EMPERESS OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900.  
"EMPERESS OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900.  
"EMPERESS OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 29th September, 1900.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND CANADA TO SAIL ON REMARKS.

LONDON { A.W. Symes, R.N.R. } 4 P.M. 20th Oct. Freight only.

SHANGHAI { COROMANDEL } About 26th Oct. Freight or Passage.

SHANGHAI and JA- { C.F. Lockstone, R.N.R. } About 26th Oct. Freight or Passage.

PAN { F. J. Cole } Noon, 27th Oct. See Special Advertisement.

MARSEILLES and MALTA { Bombay } About 1st Nov. Freight or Passage.

LONDON DIRECT { G.M. Montford, R.N.R. } Nov. Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	{ MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID }	FRIDAY, 19th Oct., at Noon.
J. W. Wale	{ KOBE and YOKOHAMA }	FRIDAY, 26th Oct., at DAYLIGHT.
INABA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE }	FRIDAY, 26th Oct., at 4 P.M.
YAWATA MARU	{ VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA }	SATURDAY, 27th Oct., at 4 P.M.
M. J. Currow	{ MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID }	FRIDAY, 2nd Nov., at DAYLIGHT.
SANUKI MARU	{ MOJI, KOBE and YOKOHAMA }	SUNDAY, 4th Nov., at DAYLIGHT.
W. Townsend	{ Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. }	

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 18th October, 1900.

## NORTHERN PACIFIC

## STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER. Tons. Captain. Proposed Sailing.

BRAEMAR 3,601 W. Watt November 10

DUNE OF FIFE 3,821 J. S. Cox November 24

OLYMPIA 2,837 J. Fruehling November 30

QUEEN ADELAIDE 2,832 F. McNair December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and



# THROUGH SOUTH AFRICA.

[BY ARNOT BRID.]

## INITIAL DIFFICULTIES.

The easy way to get to South Africa is by a great mail steamer from Plymouth to Capetown. Unhappily for me I found it advisable to go from Singapore, a town sweltering at the point of the Malay Peninsula, midway between India and China, and adjacent to the Netherlands Indies and British Borneo and not far from the Southern Philippines. The way was difficult, slow and obstructed by far more than the usual delays of travel. I have found less obstacles in going from Peking in China to Ourga in Hangolo, and from Khabkha in Siberia to Lake Baikal in Siberia, than in going from Singapore to Africa. First I had to get by P. and O. to Colombo. Then to wait some days and pick up the first B.L. steamer for Mauritius. That steamer, comfortable enough, had rough weather at the port of Maho in the Seychelles (a dependency of Mauritius) chiefly over quarantine troubles although we had no illness, and delay for the mails of the outlying islands (two little bags in all). Then getting to Mauritius, after being 24 days out from Singapore, I found myself confronted with another halt of twelve days. The customary Cattle Line service from Port Louis of Mauritius to Port Durban of Natal had been wholly disorganised by the war. Service to Delagoa Bay, to which I desired to go, had been wholly stopped. The first steamer for Port Durban was a cargo boat, the *Gareloch*, hired on charter by the Castle Line. She had no accommodation for passengers; but she had already been "squeezed" into a promise to take three and "put them somewhere." I tried to get taken, at full rates, on the same terms; but, neither Captain nor Agent could be persuaded. In brief—and for lack of any enterprise on the part of steamer Agents and officers—I was held prisoner in Mauritius for eighteen days. No Chinaman nor any Arab trader would have turned away good money so readily. But in Mauritius the heat and laziness of the tropics, and the unfortunate habits born of a life of ease, have eaten into the marrow of the bones. Nobody will do anything that he can avoid, or do to-day what he can put off till to-morrow. I watched Mauritius—planters, merchants, and bankers—for eighteen days, and the amount of delay they can put on everything struck me as unequalled in Asia, which is famous for its delays.

## MAURITIUS.

Yet withal the people prosper fairly. Wages are high and local food is cheap. Fish, mutton, pig, poultry, coffee, sugar, and chocolate they have of local production, as also rum (from their sugar). They have an abundant supply, from the mountain, of good water; and they breed ponies, asses, and oxen in abundance. Mules they import from South America. The working of a ship at night (as is regularly done at the ports of China and of Malaya) is practically unknown at the ports of Mauritius. At Port Louis people, of any means, or pretensions to means, live on the hills surrounding the town, the period of transit being from half-an-hour for short journeys to one hour for longer journeys to more desirable places. Of these the chief is, perhaps, Curepipe, one hour distant by rail. Thus about two hours a day are occupied in railway transit, a fatigue that is lessened or increased by card-playing and the like en route. The railway fares, especially season tickets, are very low.

## THE LOCAL SPEECH.

Chiefly in Mauritius and the Seychelles they speak French, and also a peculiar native patois. It seems to be admitted that the natives are of Malayan or Southern Pacific race, which means that they, like the people of the Netherlands Indies, the Malay Peninsula, and the Philippines, are of South American stock. Many Malay words can be used with them, but the pronunciation is materially different. There are good schools, both Roman Catholic and Protestant. There is in their French talk an almost universal accent of the *ch* (but they do not call it so) meaning partly as in India the undue accentuation of the last syllable save one.

## RACING AND RACES.

The racing of horses is much in fashion, as elsewhere in the East. There are armed volunteer corps, in which the Eurasian is the chief element, although I believe that Indian experience is against that element, for which and other reasons we have sought to avoid it in Singapore where, on the withdrawal of the European infantry regiment in 1899, I was instrumental in raising a rifle volunteer corps consisting only of "British subjects of unimpaired European race."

The retail traders of Mauritius are Indians or Chinese, the Malay and half-caste population not showing the shrewdness and economy of life that are necessary for the creation of capital and the assurance of credit. That condition of affairs, however, has its parallel in nearly all Asia.

## BANKING AND TRADE.

The local Banking Houses seem to be numerous in Mauritius, neither the Banks of Africa, or of India, nor of Further Asia having interfered in Mauritius banking. The banking seems to be cautiously conducted. There is no mining to lead to excited speculation; and probably there has been recognised in local banking circles the great principle that a plantation is not a security and may easily become practically a liability, and that great caution should be used in advancing on agricultural products even when packed for shipment. The chief products for export are sugar, vanilla, and coffee (or compressed coco-nut). Sugar is now very prosperous.

## HAPPY MAURITIUS—NO POLICE.

Politically Mauritius has no troubles; nor would it be easy to make any such a new. Sir

John Pope Hennessy should arrive as Governor. My knowledge of the political happiness of Mauritius arose chiefly from conversation with several civil servants of the Colony of the Straits Settlements (headquarters in Singapore) who had served in Mauritius and two of whom had been born there. On my visit I found the political apathy of which I had been told amply confirmed by the facts. Barring little points of quarantine and mail subsidy Mauritius has no politics, and these are dismissed chiefly from a business point of view, which is probably intended to be, but is not, unprejudiced. If the Colonial Office at Downing Street were free from troubles as Mauritius leaves it, the life of a Secretary for the Colonies would be an easy one. In the absence of political strife journalism in Mauritius is conducted much more mildly, and with less zeal, than in Ceylon and the Further East. When I was at Port Louis people had begun not to be interested in the South African war and were little concerned with the fighting that was then proceeding in China.

## MAURITIUS GENERALLY CONSIDERED.

My time in Seychelles and Mauritius, by the way, was from the 1st of July onwards, which seems their cooler season. The hotel accommodation of the chief towns in Seychelles and Mauritius is very inferior to that of almost any other towns of the same size anywhere else in the world. It seems to be built on the theory that only persons travelling *en garcon* will ever need to use a hotel; and as I travelled so, I was well enough suited. Otherwise I might have felt that when bedrooms are constructed by thin wooden partitions eight feet high it might be more decorous to carry the partitions a few feet higher to the roof. But, as I have described it, so is the habit of the place.

Port Louis has an excellent theatre, tenanted while I was there by a travelling French Opera troupe. These companies do well in Mauritius, as in Saigon. They make ends meet in Ceylon. They make a little money in the cold season (November to February) of British India. They struggle onwards by Saigon to Hongkong and Shanghai. In Singapore they nearly always break up. Mauritius, Saigon, and the big towns of British India are their successful places; and nowhere do they draw so much money per head of the population as in Port Louis, Mauritius.

There is also in Port Louis an enthusiastic French Society or Association for the relief of French subjects or descendants; and for the encouragement of French literature to Mauritius Colony. In the latter matter the Association, with the financial aid of the local Government, is about to engage in a most useful historical publication of Mauritius records.

## SHIPPING AND SHIPPERS.

In shipping matters—if I may believe what brokers and such others tell me—Port Louis was for countless years a den of thieves, dishonest and unashamed. To over-insure and lose the ship was reckoned apparently the only sound method of business; and, over food and alcohol, regrets for the happy crimes of the past seem the staple gossip with which old shipping people regale the younger shipping men. But the crimes of shipping robbers seem now to be reduced to overcharging. Looking at Port Louis is said to be so ruinous that when the owner of a tramp hears she is docked there, he usually retrenches his domestic expenditure and sorrows that he did not settle more money on his wife. One old ruffian (I know nothing against him except his own stories) told gleefully of one plate broken in a 500 gallon water-tank, and a slight need to clean the bottom, and a dock bill for 70,000 rupees. After an evening with such persons at Port Louis I used to look very carefully to the loading of my revolver, regretfully at my 6 foot high walls, and dolefully wonder if I could retain my travelling stock of bank notes and letters of credit over the night. But nothing happened. It may be that hotel robberies for a few hundred pounds are regarded as undignified by persons accustomed to sinking ships and drowning whole crews.

## THE ADUSE OF MILITARY CLOTHING.

It is a bit stupid to see so many Mauritian coolies in the cloth tunics of the British Army with regimental buttons, and in the tunics of the local forces, also duly brass-buttoned. I think we passed in Britain a law on that subject and I am almost sure we adopted it in the far eastern colonies and in India. The law in my memory provided that uniform of Her Majesty's forces may not be so used, and, presumably, it enforces penalties on buyers of cast-off uniforms who shall re-sell these in the condition that they are worn by the forces. The proper use for such clothing is to go back to the cloth or cotton factories to be re-made; and the regimental buttons should be melted and sold as lump brass. Since the principle is recognised elsewhere, I suggest that the patriotic and very chivalrous Colony of Mauritius should also adopt it. A red tunic with a sergeant's stripes, and the buttons of an old regiment, should not be allowed to rot off a dusky figure whose dress otherwise is a large breech cloth or short pair of bathing drawers. I discussed the point when at dinner, with the acting Governor and the Officer Commanding the troops; but while both agree with the impolicy of such use of uniforms, they did not see a clear remedy. I hope the matter may be considered and put right. The point is that the soldier is at present at right to sell his old uniform when he gets a new one; but the buyer need not necessarily have an unlimited right to use it in its service state.

## (To be continued.)

"Wogi" sends the *Globe* a delightful shop-sign which he came across in his wanderings through India—"Haji Moosa, Number 1, Europe Tailor. Clothes cut off you while you wait." It is even better than the facetious London barber who announces "Shaving while you wait."

# SUPREME COURT.

18th October.

## CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, O.M.G. (CHIEF JUSTICE).

## THE FATAL FIGHT AT EAST POINT.

There was only one case for the sessions, and that arose out of the quarrel which took place among the coolies employed at Jardine's Sugar Refinery at East Point on the 19th September, two men named U Tai Ngan and U Ching Tsun being charged with the manslaughter of Chong Ngan Hong. They pleaded not guilty.

The jurors were Messrs. J. A. Tarrant (foreman), A. Tillet, A. Van Nieuw, H. E. Graddick, A. A. E. Milroy, A. Forbes, and C. L. Gorham.

The Attorney-General (the Hon. W. Meigh Goodman, Q.C.) said he took it that most of the jury knew that Messrs. Jardine had a sugar refinery down by East Point. About a month ago—that was, at about half-past six on the morning of the 19th September—last—a number of coolies were engaged there piling and carrying sugar. A squabble arose over some trifling matter, but he did not think there was any actual fighting. At half-past eight the coolies stopped work for breakfast. The prisoners belonged to the same clan. It appeared that there were a good many coolies belonging to the U clan employed at the sugar works. There were also a number of Chongs, and the jury would notice that the deceased man was called Chong Shui Hong. He had no doubt that clan feeling would incline the U's to take the part of any member of the clan who had had trouble with the Chongs or any other clan. The coolies of the U clan lived at 27, Jardine's Bazaar, and the Chongs at 80. On the way to their quarters the clans began to wrangle and then to fight. The deceased man was more or less injured in the quarrel. The fight, however, was not a serious affair. The result of the fight was that two men—one from each clan—were left on the ground after the others had cleared away. Their names were Chong Ki and U Shui Hing. They were found by the police, who took them to the Police Station. U Shui Hing being afterwards sent to the Hospital. This man charged the other with assault. The case came before the Magistrate, who adjourned it. In the meantime the prisoners had been arrested for being concerned in the attack on the deceased, and, fearing lest too much might be implicated, U Shui Hing went away and the charge against the other man was dismissed. It appeared that the deceased was seen to enter his quarters by three men, who would say that he was followed by six members of the U clan, who caught hold of him and began to kick and knock him about, no one interfering with them. When they thought they had given him enough they left him on the floor, the three men who had witnessed the assault following shortly afterwards. As the result of the attack upon him the deceased's skull was fractured and his spine ruptured. The jury would be aware that for some reason or other very little injury would be done to the spine of any one belonging to the coolie class. Hearing of the row the police went to Jardine's Bazaar between nine and ten o'clock. They found the deceased there and sent him to the Hospital, where he died two days afterwards. The post mortem examination disclosed the fact that the small fracture of the skull brought on hemorrhage on the brain. There was a small clot of blood which pressed upon the brain near the base, and this was the cause of death. The question then arose as to the part the prisoners took in the transaction. After the deceased had been taken to the Hospital the police were taken to No. 27, Jardine's Bazaar, and the prisoners were pointed out to them as being two of the six men who attacked the deceased. The others had cleared away.

The evidence for the prosecution was then given. The jury found the prisoners guilty, and they were each sentenced to four years' hard labour.

## THE TRADE OF SINGAPORE.

Sir Alex. Swettenham, the officer administering the Government of Singapore, in the annual address to the Legislative Council reviewing the financial prospects of the Colony, thus refers to the trade of the Settlements:—

"As in 1898, Exchange with the Mother Country was comparatively steady during 1899, the difference between the highest and lowest rates for demand during the year being only 13d. The commercial world also enjoyed more than usual prosperity and the trade of the Colony reflected the general condition of mercantile progress. Our imports of goods from other countries showed an increase in sterling value of considerably over 18 per cent. while the increases in exports were approximately 20 per cent. Both Singapore and Penang participated in these increases. The high prices which were obtainable for tin contributed largely to the enhanced percentage in exports."

"A comparison of the trade figures for the first half of the present year with those for the same period of 1899 shows an increase of 23 million dollars or over 19 per cent. in imports and an increase of over 16½ million dollars or more than 15½ per cent. in exports. In imports the chief increases come under the heads of Foodstuffs, Raw Materials, and Manufactured Articles. In exports, Tin and Produce show the largest increases. The comparative returns for the second quarters of both years, however, are less favourable."

"Complications in the Far East are temporarily restricting our trade with China, but it is not too much to expect that a peaceful settlement of the country will result in a large increase in our trade and prosperity. Meanwhile the demand for coal has been extraordinary."

Referring to a depreciation of nearly 825,000 in the value of the securities held by the Currency Commissioners, and the steps taken to cover the depreciation, Sir Alexander says:—"There are many causes which at the present moment favour depreciation. The South African War has lowered the value of British Securities all round, and the cost of the expedition to China has prevented values from rising. The troubles of the Government of India have depreciated the value of Indian Securities, and the rise of Silver in terms of Gold has rendered investments, both in Europe and India, worth fewer dollars than were originally paid for them. Further advances amounting to about \$126,000 are being made to balance the depreciation account."

"Owing to the demonstration of the Japanese Yen there are and has been a very considerable increase in the number of the British dollars imported by the Banks in 1899, the value being \$25,349,725, against \$13,492,163 imported in 1898. The introduction of the British dollar, for which we owe a debt of gratitude to the Chartered Bank and the Hongkong and Shanghai Bank, has been extraordinarily successful and opportune."

# LATE TELEGRAMS.

NEWS VIA Ceylon.

## THE WAR IN SOUTH AFRICA.

London, 27th September.

LORD ROBERTS NOT RETURNING YET. Lord Roberts has telegraphed to the Lord Mayor that the City Imperial Volunteers will return before the 5th November. He fears, however, that he himself cannot return so soon. The Guards under General Pole-Carew marched 19 miles without water, cutting every step through dense bush.

London, 28th September.

NO FORMAL DECLARATION OF PEACE. Mr. Chamberlain, replying to an enquiry, says that, in view of the annexation of the Boer Republics, he does not anticipate any formal declaration of peace by England.

London, 30th September.

SIR H. CAMPBELL-BANNERMAN AND THE LIBERALS. Sir Henry Campbell-Bannerman, speaking at St. James's Hall, denied that he approved of the Bloemfontein letter; he only criticised their publication as a breach of honour, lowering the Government in the eyes of the world. He repudiated the Clark and Lubbock correspondence.

London, 2nd October.

THE COURSE OF EVENTS. A convoy of Natal Volunteers have been captured on the Natal frontier. The towns of Erasmus have obtained an armistice for the purpose of driving cattle north of Pieterburg (sic). It is estimated that the Boers have 50,000 cattle along the Olifants River.

## THE ELECTIONS.

September 28th.

LIBERAL IMPERIALISM. The Times says there is ample evidence of a steady progress of Liberal Imperialism, which is likely to benefit the Party in elections. The Conservative papers warn the electors against the Liberals' professing Imperialism. They consider their conversion to be sudden and insincere.

Sir Henry Campbell-Bannerman, speaking at Rochdale to-day, says the Opposition recognized the annexation of the Boer Republics as the inevitable result of the war. The Opposition had no scheme for a modified independence of the Boers in order to secure peace and goodwill in South Africa. Each party, he declared, was bound to suspect the other in the electoral contest.

The Hon. William Smith, Conservative member for the Strand, and Mr. John Penn, Conservative member for Lewisham, have been re-elected unopposed.

London, 29th September.

SETTING THE BATTLE IN ARMY. Sir Henry Campbell-Bannerman, in a letter to a candidate, says things are looking bright, and that the khaki dissolution will not prove the successful manoeuvre of its authors' friends.

Mr. Chamberlain, speaking at Bristol, said he was amazed at Sir H. Campbell-Bannerman's approval of the interminating letters found at Bloemfontein, which were unworthy of an Englishman.

Sir M. Hicks Beach, speaking at Bristol, said it would be madness to attempt to diminish a part of China.

Sir Wm. Harcourt and Mr. Asquith made speeches last evening, which were devoted to social reform.

London, 30th September.

LIBERALS AND DEMOCRATISATION OF THE ARMY. The Liberals warmly approve of Sir Henry Campbell-Bannerman's plan for democratization of the Army.

London, 1st October.

THE ISSUES BROADENING. The Conservatives are giving increased attention to social questions, doubtless owing to the prominence that the Liberals have given to them. Attacks on the Government's measure and social legislation continue in the Liberal papers, and speakers are making the utmost of Army Reform as an electoral issue, declaring that the democratic changes acquired cannot be entrusted to a Conservative Government which would fear to touch aristocratic interests, and so offend the class from which the bulk of the officers are now drawn.

The Standard says that the so-called Liberal revival is only boasting and bluster.

The Times comments on Sir E. Grey's ingratitude for being unopposed, and animadverts that Sir E. Grey and Mr. Asquith are making common cause with Sir Wm. Harcourt as anti-Imperialists.

## A BANGUINE ESTIMATE.

Conservative election agents at headquarters affirm, from returns received from the constituencies, that they will have a majority of at least 170.

London, 3rd October.

SOME INTERESTING VIEWS. The suggested heavy "khaki wave" which has swept over London and Manchester districts has had rather a disconcerting effect on the Liberals, who fear the sympathetic influence it may have on elections in other quarters.

In Manchester, North Mr. C. E. Schwann (L.) captured his old seat by the narrow margin of 26 votes.

Mr. Winston Churchill's majority at Oldham was 222.

Mr. Labouchere's majority was 800.

The Right Hon. James Bryce retains his seat in Aberdeen South, with the reduced majority of 408.

The coal strikes and labour difficulties are overshadowing other issues in the Welsh constituencies. Mr. Keir Hardie's majority at Merthyr-Tydfil was 1,741.

A feature of the present election is the surprisingly heavy polls. The Conservative papers claim that the results so far show that Little Englandism is almost extinguished as a Parliamentary force. There is a great increase in the Unionist majorities in London, Manchester, and Salford, and in nearly all the great centres.

## GENERAL NEWS.

### ADMIRALTY PURCHASING NORTH AMERICAN COAL.

London, 27th September.

The Admiralty is buying American coal for the British North American Squadron.

### NEW ZEALAND'S DEFENCES.

London, 28th September.

The New Zealand Secret Defence Committee's report recommends the strengthening of the defences of the ports, the establishment of Coast Defence Rifle Clubs, Cadet Corps, and an Imperial Reserve.

### THE PLAGUE AT GLASGOW.

London, 28th September.

The Plague is better in Glasgow. Thirteen persons who were under medical observation have been dismissed to their homes.

### AUSTRALIA AND THE U. C. S.

London, September 28th.

A Times telegram states that Lord Tennyson, in a speech at Adelaide, said he and his brother, Governor-General, would use their influence to open to the Australians the Indian Civil Service, the noblest career in the world.

# LORD ROBERTS' ARDUOUS TASK.

London, 1st October.

The newspapers are unanimous in the approval of Lord Roberts as Commander-in-Chief. The Times, commenting on his arduous task, says that, as former Commander-in-Chief of India, he will know how to draw upon that great school of soldiers, as well as on the Home Army.

The Standard suggests that Lord Roberts, having been appointed Commander-in-Chief, should also have a seat in the Cabinet, in order to give him more power to carry out the drastic Army Reform he is known to have at heart. The suggestion is regarded as a feeler to test the minds of the electors as to the advisability of the Commander-in-Chief being made a Party Minister.

## LORD KITCHENER AND THE WAR OFFICE.

London, 2nd October.

The Daily News says that if Lord Kitchener comes to the War Office, he will be the head of the Intelligence Branch, which Major-General Sir J. C. Ardagh vacates in April.

# A NEW MACHINE GUN.

The Times Newcastle-on-Tyne correspondent states that a machine gun of a novel character has been invented by Mr. James Judge, a well-known engineer of Newcastle, who thus describes it:—"The gun is a patent contrivance quick-draw machine gun; it is 5½ ft. high, and weighs about 50 lb. It is intended for a battery of earthworks, and is mounted on a tripod. The motor is electric, and is connected to a motor attached to the side of the gun. The motor causes a disc to revolve at a very high rate of speed. The bullets, which are introduced into the interior of the disc at the axle, travel along curves in the interior to the circumference, and are there propelled through a barrel. It is claimed that this disc will rotate, under the influence of the motor, at the rate of 12,000 revolutions a minute, and will eject shots from the muzzle of the gun with an initial velocity of 2,000 ft. per second. One of the chief characteristics of the gun is that it will maintain a continuous fire. If necessary, a shot may be discharged at every fourth revolution, but in practice one shot every fourth revolution will be found sufficient. The bullets are spherical, and measure 9/16 in. in diameter. The following are the results of the tests already made with the gun:—18,000 rounds of shot at the rate of 3,000 a minute have been discharged from the gun. These shots consisted of nickel steel, some of brass (as used in France), lead, and chilled metal. It was tested seven times privately; no motor was used, nor is one yet attached to the gun, although the gun is intended for use with an electric motor. The tests were made by means of a belt driven by a steam engine. Under these conditions the velocity required, and which is maintained an electric motor will produce, was not, of course, attained, but the practical working of the gun was fully demonstrated. A long range could not be had, because of the necessity of secrecy, and the testing was done in a covered shed at Blyth Dry Docks. A steel target, 3/32 in. thick, was shattered, the disc of the gun revolving at a speed of 2,500 revolutions per minute. From the perforation of the target it is calculated that at a distance of 400 yards a penetration of a similar character will be effected of a plate 7/16 in. thick under the influence of an electric motor. There is no heating of the barrel of the gun because of the continuous stream of cold air which is impelled through it by the turning of the disc. The disc itself is also free from heating on account of the special bearings on which it is constructed. These bearings are a highly complicated mechanical contrivance, and are similar to those used in Parsons's turbines, which can revolve at the rate of 22,000 revolutions a minute, and Leval's motor, which revolves at the rate of 30,000 revolutions a minute. To test the gun thoroughly it will be necessary to affix a motor, which will be a five horse-power motor coupled direct on to the shaft."

# BARMAIDS IN BURMA.

The appeal to the Local Government of Burma against the order of the Financial Commissioner prohibiting the employment of females as barmaids in the hotels at Rangoon, was heard before the Local Government last month, and after a somewhat lengthened enquiry was dismissed, no order being made on the petition of appeal. In a recent issue of the *Albion Pioneer*, "One of the Five" writes on the subject as follows:—

I am informed that several ministers have denounced the system of barmaids as being evil. Does it not strike you that these reverend gentlemen show a more intimate acquaintance with the evil side of human nature in general and the barmaid side in particular than is warranted by their holy calling. I do not propose to do more than dismiss as idle twaddle the assertions of irresponsible individuals that a barmaid's life is a degradation and leads to perdition, etc. But I ask the public of Rangoon and the government to insist on facts before condemning a system which, undertaken from choice, allows of a woman earning a respectable living. Believe me, no amount of legislation will make a wickedly inclined woman virtuous. Let a return be called for, showing the number of barmaids who have visited Rangoon and the number who have married and married well. I have in my mind's eye several who are in Rangoon well and happy, and surely this in itself is sufficient answer to those opposed to the system. I will go further and leave your readers to say which of the two, a shop girl or a barmaid, is more likely, *ceteris paribus*, to stray from virtuous paths. Look on the picture.—A shop girl earns (average) rs. 50 a month. For this small pittance she is expected to be at work each day from 7 a.m. to 5 p.m. She is on her feet all day, has an hour off for breakfast, and once she leaves the shop in the evening may go to the devil for all her employer cares. She pays, say, rs. 30 a month for her board and lodging, rs. 4 for her dhoti, rs. 10 for a boy to carry her breakfast to the shop, leaving a balance of rs. 6 to shoe and clothe herself with. Turn to this picture.—A barmaid earns (average) rs. 80 a month. She is bodied and fed and has her washing free. Her duties commence at 10 a.m. and she is relieved at 2 p.m. Another barmaid comes on at 5 p.m. and is relieved by the first at 8 p.m. coming on again at 8 p.m. Both remain in the bar till closing time (midnight). The bar is closed, and the girls go off to bed. If there is a third girl, the work is lighter still. Without the permission of the proprietors (seldom granted) the barmaids cannot leave the hotel premises between the hours of 7.30 p.m. (the dinner hour) and daylight the next day. During the hours of duty all a barmaid has to do is to write cheques of the wine consumed, supervise the bar, and talk to customers. I am a barmaid from choice—there are those who cannot otherwise earn a living—barmaids from necessity. Is it fair to deprive the one or the other of a chance of earning a living where and how she likes? The masculine mind is troubled because a few barmaids have come (I grieve to argue, therefore, and all in peremptory manner ordains, that all barmaids should be done away with. They girls have also come to grief. Why not abolish shop girls, and in like manner any other class of person, because a few have come to grief?

# MARINE AND NAVAL PENSIONS.

The Lords of the Admiralty have decided to allow previous service in the Army to reckon for pension in the Royal Marines and Royal Navy under the following conditions:—

In the case of men enlisted on or before September 1, 1888, time served in the Army with good or fair character is to reckon for pension with subsequent service in the Marines or in the Navy, and *vice versa*, provided a break of one year did not take place between the two services. With regard to men discharged to pension after December 31, 1899, so much of the time they have served in the Army is to count as would have reckoned towards pension had they continued to serve therein, provided that the total period of a man's service in the Army did not exceed four years; that he acknowledged his former service on entering, that he was, when discharged from the Army, in possession of as many good conduct badges as were obtainable by a soldier of his service, and that he entered within one year of his discharge from the Army.

In the case of a man transferred from the Army for continuation of service in the Royal Marines, or of a trained musician discharged with good character from the Army, who enlisted within one year of discharge to fill a vacancy in a Marine band, all time served in the Army towards pension is, notwithstanding the above provision, to be counted towards his naval pension. With men who joined the Navy before March 31, 1888, time served in the Army with good or fair character is to reckon for pension with subsequent service in the Navy, and *vice versa*, provided a break of one year did not take place between the two services; in exceptional cases, however, when such a break has occurred, the former service may be reckoned if it would have been allowed in the Army.

## EXPORT CARGOS.

Per steamer *India*, sailed on the 8th October. For Mavellies:—200 bales raw silk, 100 bales waste silk, 30 bales piece goods, 7 cases silks, 3,011 pkgs. tea, 2 pkgs. rattan, 8 cases blackwoodware. For Milan:—10 bales raw silk. For Lyons:—190 bales raw silk. For London:—10 bales raw silk.

Per American steamer *Manuel Lagano*. For New York:—2 cases Chinaware, 8 pkgs. rattan chairs, 31 cases blackwoodware, 100 cases soy, 338 bales rattanware, 1,451 cases fans, 9,660 bales cassia, 13,236 rolls matting.

# THE CHINA AND JAPAN TELEPHONE CO., LD.

## HONGKONG EXCHANGE.

### OPEN DAY AND NIGHT.

### SUBSCRIPTIONS.—

### EXCHANGE LINES.

880 Per Annum.

### PRIVATE LINES.

8100 Per Annum.

### NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

## ELECTRIC SUPPLIES OF EVERY

### DESCRIPTION IN STOCK.

Including:—  
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRES, &c., &c.

### PRICE LISTS

### ON

### APPLICATION







## VESSELS ON THE BERTH

FOR PORTLAND, OREGON VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OREGON PORTS).

## THE A.1 Steamship

"MONMOUTHSHIRE" will be despatched on or about the 20th inst. For Freight and Passage, apply to T. M. STEVENS & CO., Agents.

Hongkong, 3rd October, 1900. [2570]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Doric (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.  
Coptic (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (except *vice versa*) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1900. [14]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR KOBE.

## THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched as above on TUESDAY, the 23rd October. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2585]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

## THE Company's Steamship

## "MENMUIR."

Captain R. W. Almond will be despatched as above on TUESDAY, the 23rd inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 17th October, 1900. [2677]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SANDAKAN.

## THE Company's Steamship

## "MAUSANG."

Captain R. Cox will be despatched for the above port on WEDNESDAY, the 24th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1900. [2677]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 19th inst., at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the "SANDAN" and "AUSTRALIA" S.S. Co. and *vice versa*.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2585]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship "TONKIN" will be despatched for the above ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 18th October, 1900. [2]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAMARANG AND SOERABAYA.

## THE Company's Steamship

## "SHANTUNG."

Captain Quail, will be despatched as above on TUESDAY, the 23rd inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1900. [2647]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th October, 1900. [2524]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and *vice versa*.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2593]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

## Proposed Sailings from Hongkong.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

## THE Twin-Screw Steamship

## "NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR

"BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS."

## THE Company's Steamship

## "MALTA."

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 15th October, 1900. [1]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## Proposed Sailings from Hongkong.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at Noon.  
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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## VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

## THE Company's Screw Steamship

"YAWATA MARU" (3,320 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th October, 1900. [2675]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "ANAPA."

will be despatched for the above port on or about the 27th October, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th October, 1900. [2497]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA, CEBU AND LOILOLO.

## THE Company's Steamship

## "KAIFONG."

Captain Ponnathurai, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900. [2658]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

## "ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1900. [1443]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2587]

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

## HONGKONG.

## STEAMERS.

Bayern, German ship, 3,125, Blecker, Oct. 17, Helander & Co.  
Canton, British ship, 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co.  
Chingta, British ship, 2,360, Williams, Oct. 17, Butterfield & Swire.  
Chowia, German ship, 1,155, Williamson, Oct. 15, Melchers & Co



## POST OFFICE NOTICES.

**CHRISTMAS AND NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 16th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of parcels are requested to post them a few days in advance.

**The Nippon Maru**, with the American Mail of the 22nd ult., left Yokohama on Friday, the 12th inst., at 4 a.m., and may be expected here on or about Saturday, the 20th inst.

**The Taishan**, with the French Mail of the 21st September, left Singapore on Tuesday, the 16th inst., at 9 a.m., and may be expected here on or about Tuesday, the 23rd inst. This Packet brings replies to letters despatched from Hongkong on the 18th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore, Penang and Colombo	<i>Tanaka Maru</i>	Friday, 19th, 11.00 A.M.
Swatow, Shanghai, Chefoo and Newchwang	<i>Canton</i>	Friday, 19th, 11.00 A.M.
Shanghai	<i>Lapland</i>	Friday, 19th, 3.00 P.M.
Singapore	<i>Scythia</i>	Friday, 19th, 5.00 P.M.
Amoy and Manila	<i>Sungking</i>	Saturday, 20th, 9.00 A.M.
Singapore	<i>Candia</i>	Saturday, 20th, 3.00 P.M.
Amoy and Manila	<i>Kachidate Maru</i>	Saturday, 20th, 5.00 P.M.
Swatow, Amoy and Tientsin	<i>Tanaka Maru</i>	Saturday, 20th, 5.00 P.M.
Swatow and Bangkok	<i>Chowai</i>	Sunday, 21st, 9.00 A.M.
Holliv and Bangkok	<i>Davao</i>	Monday, 22nd, 9.00 A.M.
Europe, &c., India via Taitoria	<i>Laos</i>	Circulars, 8.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Papers, 10.30 A.M. Letters, 11.00 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	<i>Doric</i>	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)
Amoy and Manila	<i>Shantung</i>	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)
Manila, Iloilo and Cebu	<i>Empress of China</i>	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)
Europe, &c., India via Taitoria	<i>Yamato Maru</i>	Friday, 20th, 3.00 P.M. Circulars, 8.00 A.M. Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Papers, 10.30 A.M. Letters, 11.00 A.M.
Manila, Iloilo and Cebu	<i>Katong</i>	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)
Europe, &c., India via Taitoria	<i>Oldenburg</i>	Registration, 10.00 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	THURSDAY, 18th October.
Telegraphic Transfer	2.01 1/2
Bank Bills, on demand	2.01 1/2
Bank Bills, at 30 days sight	2.01 1/2
Bank Bills, at 4 months sight	2.01 1/2
Credits, at 4 months sight	2.01 1/2
Documentary Bills, 4 months sight	2.01 1/2
ON PARIS.	
Bank Bills, on demand	2.60 1/2
Credits, at 4 months sight	2.60 1/2
ON GERMANY.	
On demand	2.12
ON NEW YORK.	
Bank Bills, on demand	50 1/2
Credits, at 4 months sight	51 1/2
ON BOMBAY.	
Telegraphic Transfer	155 1/2
Bank, on demand	155 1/2
ON CALCUTTA.	
Telegraphic Transfer	155 1/2
Bank, on demand	155 1/2
ON SHANGHAI.	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.	
On demand	1 p.c. dis.
ON MANILA.	
On demand	1 p.c. pm.
ON SINGAPORE.	
On demand	1 p.c. pm.
ON BATAVIA.	
On demand	1 p.c. pm.
ON HONGKONG.	
On demand	1 p.c. pm.
ON SAIGON.	
On demand	1 p.c. pm.
ON HANKOW.	
On demand	1 p.c. pm.
SOVEREIGNS, Bank's Buying Rate	50.80
GOLD LEAF, 100 fine, per tael	50.75
SILVER, per oz	29 1/2

## VESSELS EXPECTED.

THE FRENCH MAIL.	THE AMERICAN MAIL.	THE INDIAN MAIL.	THE CANADIAN MAIL.	MERCHANT STEAMERS.
The M. M. steamer <i>Tanaka</i> , with the next French mail, left Singapore on Tuesday, the 16th inst., at 9 a.m., for this port via Saigon.	The T. K. K. steamer <i>Nippon Maru</i> , with mail, &c., from San Francisco to the 22nd ult., left Shanghai for this port on Thursday morning, 18th inst., at daylight.	The P. M. steamer <i>City of Rio de Janeiro</i> , with mail, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.	The steamer <i>Aviation</i> from Calcutta, left Singapore for this port on Monday afternoon, the 15th inst.	The C. P. R. steamer <i>Empress of India</i> left Vancouver on Monday, the 8th inst., for Hongkong via the north ports of call.
				The Austrian Lloyd's steamer <i>Silesia</i> left Singapore for this port on Thursday, the 11th inst.
				The Ben Line steamer <i>Benlary</i> , from London, left Singapore on Thursday, the 11th inst., for this port.
				The H. A. L. steamer <i>Suenia</i> , from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 19th inst.
				The O. S. S. steamer <i>Dioned</i> sailed from Singapore on the 14th inst., p.m., and is due in Hongkong on the 19th inst., p.m.
				The H. A. L. steamer <i>Norderny</i> , from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.
				The H. A. L. steamer <i>Arrogant</i> , from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The O. S. S. steamer *Ajia* left Singapore on Wednesday, the 17th inst., and is due in Hongkong on the 22nd inst.

The N. Y. K. steamer *Yamato Maru* (Australia Line) left Kobe via Moji and Nagasaki for this port on the 16th inst., and is expected to arrive here on the 23rd inst.

The C. M. steamer *Ching Wo*, from Glasgow and Birkenhead, left Singapore for this port on Thursday, the 18th inst., and may be expected here on or about the 25th inst.

The C. N. steamer *Changsha* arrived at Manila from Australia on the 14th inst., and sailed for Hongkong on the 16th inst.

The C. N. steamer *Kaifong* will leave Cebu for Hongkong on the 19th inst.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Bombay via ports of call for this port on the 15th inst., and is expected to arrive here on the 21st inst.

The N. P. steamer *Goodwin* sailed from Tacoma for Japan and Hongkong on the 16th ult.

The N. P. steamer *Breconshire* sailed from Tacoma for Japan and Hongkong on the 23rd ult.

## PASSED THE CANAL.

OUTWARD.—28th August.—*Glentworth*, *Pyrrhus*, *Adato*, *Claverley*, *La Chonpa*, 31st August.—*Drumgarth*, *Marie*, *Uruguay*, 7th September.—*Wittenberg*, *Carnarvonshire*, *Aphariston*, *Tealy*, 11th September.—*Yangtze*, *Darnstadt*, *Palatia*, 14th September.—*Andalusia*, *Hansa*, *Indrapura*, *Belic*, *Canrita*, *Diana*, *Arad*, 18th September.—*Arad*, *Glamorgan*, *Harrover*, *Narva*, *Suez*, *Yong*, 21st September.—*Dioned*, 25th September.—*Ching Wo*, *Cathartes*, *Claverhill*, *Nagadon*, *Sicilian*, *Wilhelmin*, 28th September.—*Toukai*, *Indra*, *Maru*, *Menclaus*, *Normannia*, 2nd October.—*Ambric*, *Antenor*, *Danca*, *Canton*, *Indra*, *Brinkburn*, *Enilia*, 5th October.—*Kirkfield*, *Annam*, *Ulysses*, *Glenfarg*, *Angus*, *Vicenza*, 9th October.—*Stuttgart*, *Bordenau*, *Richmond*, *Solo*, 12th October.—*Kawakura*, *Maru*, *Merionethshire*, *Arrogant*, 16th October.—*Muzagon*, *Silecia*, *Sobran*, *Erzherzog*, *F. Ferdinand*.

## HOMELANDS.

11th September.—*Cathartes*, *Wittenberg*, *Marie*, 14th September.—*Marie*, 5th October.—*Gisela*, 9th October.—*Java*, *Prometheus*, 12th October.—*Bendler*, 16th October.—*Preussen*.

## PASSENGERS.

Per *Guthrie*, from Kobe, &c., Mrs. A. Mole and two children, Rev. and Mrs. E. S. Wilkinson, Miss E. R. Mitchell, Messrs. Hanna, Gerd, McHugh and Kennell.

Per *Tanaka Maru*, from Yokohama, &c., for Hongkong, Messrs. Y. Otsuki and N. Hirai; for Singapore, Miss Howe and Mrs. Macmillan; for Port Said, Mr. and Mrs. Esmicki, Dr. Hasegawa, Dr. and Mrs. Butler.

Per *Bayern*, from Bremen, for Hongkong, Mr. Rudolf Cuntz and Mrs. O. Michael; for Shanghai, Messrs. John A. Berthel, Otto Ehrhardt, Adalbert Francke and Hermann Kneemann; for Yokohama, Mr. Paul Ebermann; from Antwerp, for Yokohama, Mr. T. Makino; from Southampton, for Hongkong, Mr. and Mrs. A. R. Clarke, Messrs. J. B. Coulson, H. Frewin, J. Little and Lucas; for Shanghai, Mrs. R. A. Anderson, Mr. and Mrs. Atty and Miss King; for Yokohama, Mr. Ellard; from Genoa, for Hongkong, Capt. Harry Clausen, Miss Kathie Jahn and Mr. A. E. Moll; for Shanghai, Messrs. Arthur Biefenholz, Fritz Danielowsky, Deutscher, Capt. Derzowski, Mr. P. N. Forum, Miss Gaskin, Miss Marie Henriksen, Mr. and Mrs. F. Kinch, Miss Ellen Kinch, Messrs. John Kinch and Ernst Kinch, Mr. and Mrs. Martin Kriegel, Schmidt, Mrs. A. Y. Seaman and Miss Thomson; for Kobe, Mr. Otto Wirth; for Yokohama, Messrs. E. Binder, Friedr. Noltenius and E. L. van Nierop.

DEPARTED.

Per *Kasuga Maru*, from Melbourne, for Fusan, Rev. and Mrs. Engel and three children; for Yokohama, Mrs. C. Hearne and three children, Master Hearne, Messrs. H. O. Elkington, E. Elzas, C. H. Reading, H. Lane, M. Makamura and Y. Noguchi; from Hongkong, for Japan, Messrs. A. G. Wilson, John Furness, Miss Owen and infant, Mr. and Mrs. Matthey, Mrs. Yamaguchi and child, Mr. K. Tanaka, Mrs. Kawaguchi, Messrs. Takahata and J. Hamashima.

## JOINT STOCK SHARES.

STOCKS.	No. OF SHARES.	ISSUED.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11th = \$10.09 per share for 1st half year 1900	\$14 p. c. pr. = \$517, London 257.
Bank of China & Japan, Ltd.	189,875	28	21	None	\$25.50
Do. Deferred	1,250	21	21	2/8 for 1899	\$26, sellers
National Bank of China, Ltd.	19,970 A	410	28	2/8, 1/4 = \$1.36 for 1900	\$20, sellers
Do. Founders' Shares	29,955 B	410	21	None	\$20.
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$25	20 p. c. = \$18 for 1898	\$245, ex div.
China Traders Ins. Co., Ltd.	24,000	\$250	\$25	10 p. c. for 1899, 30/4 = \$10.09	\$56, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$25	5 p. c. for 1899, 10/4 = \$2.50	\$14.10
Yantai Ins. Assocn., Ltd.	8,000	\$100	\$25	80-10 p. c. for 1897	\$120, sellers
Canton Insurance Co., Ltd.	10,000	\$250	\$25	5 p. c. for 1898	\$123, ex div., buyers
Shanghai Insurance Co., Ltd.	30,000	\$100	\$25	5 p. c. for 1895	\$1.
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	5,000	\$250	\$25	\$27 for 1898	\$265, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$25	\$6 for 1898	\$80, sales & sellers
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	(\$120 for half year ended 30-6-1900)	\$324, sales
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	6 p. c. 2 p. c. bonus for 1899	\$80.
China & Manila S. S. Co., Ltd.	6,000	\$50	\$20	20 p. c. for 1899	\$65, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. for year ending 30-6-1900	\$41, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 3 p. c. on a/c. of 1900	\$401, ex div., buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p. c. on a/c. of 1900	\$45, ex div., buyers
Do. do.	20,000	\$10	\$10	Int. of 10 p. c. on a/c. of 1900	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	(\$105-12-30-4-90)	\$44, buyers
Shall Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 p. c. on account of 1900	\$23 (a.
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$21 per share on a/c. 1900	\$106, buyers
Luon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
<b>MINEING.</b>					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$3.10, buyers
Do. Preference	30,000	\$1	\$1	None	75 cents, sellers
Societe Fran. des Charbonnages du Tonkin	10,000	Fr.250	Fr.250	None	\$250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sellers
Gold Mining and Trading Co., Ltd.	45,000	\$5	\$5	3 p. c. half year end 31-12-99 (coupon 9)	\$8, buyers
Gold Mining Co., Ltd.	200,000	\$1	\$1	Div. 51 cts. 10th div. on 7-7-99	\$59, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	\$180, buyers
Do. Preference	70,000	\$1	\$1	None	10 cents, 40 cents.
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	5 p. c. 1/2 p. c. bonus for year ended 30-6-1900	\$43 p. c. pr. = \$100.25
Hongkong and Whampoa Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. c. on account of 1900	\$84, sellers
Wharf and G. Co., Ltd.	2,600	\$100	\$71	Int. of \$11 on account 1900 = 22 p. c. for 1899	\$61, buyers
Wanchai Warehouse and Storage Co., Ltd.	8,000	\$61	\$61	22 p. c. for 1899	\$204, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$185, sales
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$11 for 1899	\$62.
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. \$1.50 on acct. 1900 (10 p. c. for half year ended 30-6-1900)	\$120, sellers
Hongkong Hotel Company, Ltd.	12,000	\$50	\$50	Int. \$2 p. c. on acct. 1900	\$51.
Oriente Hotel Co., Limited	7,500	\$50	\$50	5 p. c. for 1899	\$121, sales & buyers
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	None	\$121, sales & buyers
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Fr.100	Fr.100	31 p. c. for period ending 31-10-97	Fr. 60
International Cotton Co., Ltd.	10,000	Fr.100	Fr.100	3 p. c. on account 98	Fr. 60
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Fr.100	Fr.100	4 p. c. on account 98	Fr. 60
Soy Chee Cotton Spinning Co., Ltd.	2,000	Fr.500	Fr.500	4 p. c. for period ending 31-12-97	Fr. 375
Yahlong Cotton Spinning Co., Ltd.	7,500	Fr.100	Fr.100	None	Fr. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$8, buyers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900	\$19, sales
China Borneo Co., Ltd.	7,500	\$20	\$10	None	\$31, sales
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final 10 p. c. on acct. 1900	\$16, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p. c. for 1899	\$10.50, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	7 cents per share	\$2, sellers
Hongkong Sops Mfg. Co., Ltd.	10,000	\$50	\$10	10 p. c. for 1898	\$118, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1899	\$170, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. c. on acct. 1900	\$52, sales & sellers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30-6-1900	\$170, buyers
Do. do.	1,250	\$100	\$100	30-11-99	\$170.
Do. do.	1,250	\$100	\$100	6 p. c. for year ended 31-7-96	\$41, buyers
Do. do.	1,250	\$100	\$100	\$1 for 1899	\$89.
Do. do.	1,250	\$100	\$100	15 p. c. for 1899	\$90.
Do. do.	1,250	\$100	\$100	12 p. c. for 1899	\$91.
Do. do.	1,250	\$100	\$100	75 c. per share for 1899	\$84.
Do. do.	1,250	\$100	\$100	\$29 [31-9-90]	\$80.
Do. do.	1,250	\$100	\$100	None	\$5, sellers
Do. do.	1,250	\$100	\$100	80 cents for period ending 31-12-99	\$9.75, sales & buyers
Do. do.	1,250	\$100	\$100	10 p. c. for 1899	\$10, sales & sellers
Do. do.	1,250	\$100	\$100	None	\$34, buyers
<b>CLEAR COMPANIES.</b>					
Albham, Limited	200	\$500	\$500	25 p. c. for year ended 30-6-1900	\$1,500
La Commercial, Limited	200	\$500	\$500	Int. of 10 p. c. for 1899	\$1,000
Hensland, Limited	750	\$100	\$100	First year	\$120
La Favorita, Limited	130	\$500	\$500	First year	\$650

## HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits. Price 35.50 per Case of 48 Bottles. As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO., 22, Bank Buildings, Agents for Hongkong, Hongkong, 14th August, 1900. [2211]

## PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S. Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office, Hongkong, 31st January, 1900. [2219]

## AMERICAN SYSTEM OF DENTISTRY.

AT NO. 38, QUEEN'S ROAD, CENTRAL, CHADWICK KEW (NEAR OF POATE & NOBLE). Hongkong, 15th September, 1899. [2419]

## MITSUI BUSSAN KAISHA.

No. 6, ICE HOUSE STREET, PRATA CENTRAL.

Head Office—Tokyo. Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

AGENCIES: Milke Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onoura Coal Mines, No. 1, Ohtsui Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yashio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanaguchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokyo Cotton Spinning Mills, Milke Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. FUJISE, Manager, Hongkong, 19th August, 1899. [27]

## DAVID CORSAIR &amp; SON'S.

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNOLD, KARBURG & CO., Sole Agents.

## THE WEATHER.